

CLASSIFICATION ~~SECRET-CONTROL/US OFFICIALS ONLY~~COUNTRY Poland

REPORT

TOPIC Inowroclaw (Hohensalza) Airfield

EVALUATION

PLACE OBTAINED

50X1

DATE OF CONTENT

DATE OBTAINED

DATE PREPARED 6 April 1951

50X1-HUM

REFERENCES

PAGES 1 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The airfield was located 2 to 3 km north of Inowroclaw (P 53/J 15), east of Gnojno (P 53/J 15), and extended along the unimproved road from Strzenkowo (P 53/J 15) to Inowroclaw via Gnojno. The landing field extended along this road for about 2 km. The airfield was bordered by fields and meadows, with some brushwood on the west. Buildings were at the southern edge of the field not far from the railroad crossing. The installation was run by the Polish Air Force.
2. On 10 August 1950 from 20 to 25 twin-engine planes, three three-engine planes and three or four biplanes were seen at the field.
3. After the fall of 1949 parachuting from the three engine planes was observed, three to five men parachuting near the Strzenkowo estate. After the spring of 1950, the number of men parachuting from one plane increased to 15. From three to 25 twin-engine planes were seen aloft every day. A four-engine plane made intermediate landings at the field every morning and afternoon. \*

\* ☐ Comment.

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It cannot be determined whether the parachuting observed over the field was practiced by a parachute unit or by a civilian sports organization.

The twin-engine Polish Air Force planes are believed to have belonged to a pilots school. However, a Polish Air Force unit is not stationed in Inowroclaw.

The fact that four-engine commercial planes made intermediate landings every day indicates that the field was greatly improved after the war. At the end of the war the field was so small that planes the size of German Ju-88s could just manage to land in a southwesterly or northeasterly direction. The terrain would have permitted an enlargement of the field toward the east and north.

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